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When you have sold all 24 mottoes, you will have collected \$8.40 altogether, Merely send \$6.00 to the FUNman in payment for the mottoes and keep all the rest of the \$2,40 for yourself. You can probably sell out in a single elternoom..and that means you can make the full \$2,40 profit after achoolor on a Saturday. If you prefer you can earn exciting prizes filte those shown below. Help our Lord crush graft, sin, greed and evil thinking...and earn welcome extra cash or prizes. Rush Coupon TODA's



# The FUNman, Dept. G-109, FREE BIG PRIZE 5726 N. Broadway, Chicago 40, tilt, FREE CATALOG

Bad Bless

Please rush to me on to days credit 2 Religious Wall Mottos, to sell at 35c each. Also include big Prize Catalog FREE. I will remit amount required as explained under description of prize in BIG PRIZE CATALOG within 15 days and select the prize I want or keep a each commission as explained.

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TOWN.....Zone.... STATE....

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The FUNman, Dept. G-109, 5726 N. Broadway, Chicago 40, Illinois

FIGHTIN' AIR FORCE

Volume 1, Number 4

June, 1956

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# GILLED AMIS





























MEN ARE OFTEN ASHAMED TO STRIP FOR SPORTS OR FOR A SWIM!

GIRLS ARE NOT ALLURING AND DON'T HAVE EYE-CATCHING CURVES! CHILDREN WHO WON'T EAT AND ARE UNDER-

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dangerous drugs ... yen eat if fike candy! Yat ... if you were to have this same prescription compounded to your order, it would cost you many times more. However, through this introductory offer, you can other 4-way MORE-WATE lablets. a full 10 days' supply . for just \$1.00 or a 30 day supply 10 only \$2.39, plus a 10 day supply free, with nn absolute money-back guarantee! Yes, try MORE-WATE for TEN DAYS. and if not entirely delighted with weight gained, return the unused supply for full refund! You've nothing to lose . . . and weight to gain! Act now! Stop being the gny or the gal that everyone calls "skinny." Stop heing the gny or the gal who dreads

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NAME ADDRESS

ENT ON APPROVA





CRIPPLED ANNIE WAS VERY LOW WHEN THE MIG MADE HIS PASS - AND MISSED! THEN THEN HEARD THE MUFFLED CRASH WHEN IT THE GROUND ...









# SECOND GILLINGE

 ${\cal J}_{\rm HE}$  tactics of Battle in the air has changed since world war II -- there are no individual stars. The pighters operate as a team and one pigot who goofs can endanger the upos of the entire fight/ Lieutenant al webber learned that is first week of combat...



THE MIGS HAD SCREAMED DOWN OUT OF THE SUN-INDUST IT WAS PANES. WERE WAS INT IT WAS SORRY STORY IT THE PROMETER WAS IN A RAGE WHEN LIT. WEBBER THE PLIGHT AT THE HOME FIELD.

SORRY SORRY SORRY THAT'S OF THAT'S FIRST I GUIST RATHED GROUNDED WITH THE PLIGHT AT THE HOME FIELD.















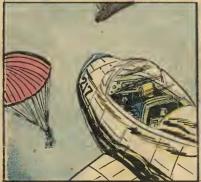


AL WEBBER KEPT FORMATION - BUT MAJOR O'KEEFE'S SPEECH BACK AT THE BASE WAS



WEBBER FLEW A FEW MORE ROUTINE MISSIONS -- THEN THE MIGS SWARMED IN ON THE BIG PUSH ---





WEBBER PEELED OFF .. INTERCEPTING THE MIG DIVING AT THE HELPLESS PILOT ...





THE DOWNED PILOT WAS FOUND BY PRIENDLY R.O.K.'S -- BUT THAT DIDN'T HELP LT. WEBBER BACK AT THE FIELD ...







LT. WEBBER LANDED HIS PLANE LATER ON -- KNOWING HE WAS IN FOR ANOTHER CHEWING OUT -- HE WAS RIGHT, BUT...



THE "POLICE ACTION" IN KOREA INTRODUCED A NEW TYPE OF WARFARE TO THE WORLD...
SUPERSONIC PLANES, A NABAM BOMBS, AND SUPERMEN WHO FOUGHT IN THE SUBSTRATOS PHERE!, PILOTS WERE TRAINED AS QUICKLY AS POSSIBLE - THE THE AIR FORCE FOUND IT
NECESSARY TO RELY ON THE TRETREADS. THE MEN WHO HAD FLOWN IN COMBAT IN WORLD
WARR IT, CAPTAIN TOM REGAN WAS ONE....AND HE DON'T LIKE IT A BY! THERE WAS ALWAYS....

# ONE MORE MISSION





























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THE MIG'S DOVE FOR GROWND AND HEADED BACK ACROSS THE VALU TO SAFETY - WHILE CAPTAIN REGAN'S FLIGHT RETURNED TO THE BASE ...

YOU SURE WENT OUT OF YOUR WAY TO WIN A COKE, CAPTAIN! DON'T WORRY, I WON'T WELSH! THAT WAS A FOOL STUNT TO PULL, SANDERS, I SHOULD TURN YOU IN FOR DISOBEYING

NAME LEARN BIT YOU MAY LEARN BIT YOU LIVE THAT LONG!

TOM REGAN BECAME MORE BITTER WITH EVERY MISSION - THE LETTERS FROM HIS WIFE WERE CHEERFUL BUT HE MISSED HER AND THE KIDS...

HEY, RETREAD -- DID YOU SEE ME NAIL THAT MIG TODAY? PRETTY GOOD. REGAN'S GOT TROUBLES!



HE HAS NO MORE TROUBLES THAN THE REST OF US! I'M GETTING TIRED OF THAT SOUR PUSS!

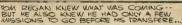
GO AWAY, SONNY, YOU BOTHER













I'LL BE ALL RIGHT, SIR! JUST LET ME COMPLETE MY MISSIONS!



REGAN'S PLEAS WERE WASTED -- HIS RUGHT TOOK OFF WITHOUT HIM FOR THE NEXT FEW DAYS ... YOU'LL BE ALL RIGHT I GUESS I DID FUP, TOM, MEANWHILE, RELAY DOC! THINK I'LL GO SLEEP YOU CAN! CANCOUNS AND LISTEN IN ON THE CHATTER!

















# "Artic Survival"

The Northeast Air Command with heodquarters at Pepperill Air Base, Newfoundland, includes all USAF installations in Greenland, Newfoundlond, Labrador and the easternmost parts of the Canadian Archipelago. NEAC works closely with Canada and Denmark, within whose territories all the Commond's bases are located.

Thule, lying in the frigid wastelands of a valley called Piktufik by the Eskimos means "a place to rest and tie your dags." It is now a steel and oluminum city. Around Thule all is bleak, icy and desolate. To the north and south lie forbidding black mountains with their frigid seas where icebergs float. To the east peaks blown clear of snow. To the west are the gleam the eternal snows of the Greenland icecap.

Into this far northern "Gibraltar" came Peter Thornley, oce reporter for the News-Herald Syndicate. In his late thirties this man had built up o good reading public with his accounts of the events in different parts of the world. He was about five feet ten, thin, with deep set blue eyes, and a mass of coal colored wavy hair. His friendly smile and his ability to handle difficult situations were the basis of his success. Air Intelligence had given him full clearance and now he was speaking to Captain John Kent.

"My readers would be interested in knowing something about this base. And also how you operate in making a rescue. There's nothing better ta hold human interest than the dramatic story of trying to sove human lives."

"American Ingenuity keeps the buildings at a comfortable 72 degrees by the use of steam plants," explained the tall musculor oir officer. "Built on stilts and onchored by tons of concrete, the structures neither sink Into the permafrost nor blow away when the freezing gales hurricane down off the icecaps. Though work on the outside is kept to a minimum during the winter months, we have Air Force goor designed to keep the men comfortable at 40 degrees below.

The pilots and radar operators who man the rugged F-89 jets which guard the base are real professionols in every sense of the word. Each dawn they fly a 4 hour sweep over the icy seas. By day they polish their marksmonship

chasing row targets across the icecap. Everyone is on the olert ready to take to the air on a moment's notice should an intruder from beyond the Pole show upon our rodarscope.

One of our crack outfits is made up of the pilots and crewmen who man the rescue planes. At the end of the week I will take you up in a plane. We will land at some undesignated spot. This will be a simulated case of being forced down in the Artic and trying to survive while waiting for help to come. Now if you are ofraid of this experience, just say so. No need to risk your neck in order to get a true word account of artic survival."

"Just get me a nice warm flying suit," challenged Peter Thornley "and I'll go with you. Of course it is comforting to know it really is what the kids call moke-believe. But it will give me a good idea of the dangers faced when a crash takes place."

At the end of the week, Peter Thornley had collected two notebooks full of moterial from his observations and talks with the men at the base. He was now ready for the big adventure. Sergeant Mike Pilusky gave the reporter some first hand advice based on his own personal experiences when he was forced down in the Artic.

"The first and most deadly hazard you'll face," he told him, "in a forced landing is the bitter intense low temperatures and icy winds you usually get in winter. In winter the thermometer ranges anywhere from 10 to 75 below zero. The winds may range from 25 to 100 miles an hour in the more northern regions. Winter also means 23 to 24 hours' darkness each day.

The first thing you must do to survive is ta immediately build some kind of a shelter to protect you from the cold. Otherwise your body will freeze. Depending where you are forced down, your shelter could be a paratepee, cabin, lean-to, hogan, or the simple snowhole. This is a small excavation with an ice-block roof. Then prepare warm foods from your emergency rotions. Your plane has a small battery-powered radio so all you have to do is wait and survive until help comes. And we'll send help. You can be sure of that. It necessary we can call on the help of Eskima hunters. Hope you enjoy the experience."

The Sergeont helped the reporter into a warm flying suit. Outside was the plane that was to carry the captain and the reporter on the trip: The two men entered the plane and soon it was zooming out of sight. When it could no longer be seen, Sergeant Mike Pilusky passed a comment ta Corporal Ben Jacobs.

"What some guys will do to get a story! Bet he would even put his head into a lion's mouth if it would make the front page. Hope he enjoys the experience."

Peter Thornley hadn't the slightest idea af how long the plane was in the air before it landed. It might have been half an hour or even three hours. At a short distance from the plane the two men started work on building an igloo. After three hours of work it was finished and they started to bring in spplies from the plane. They sat down for a brief meal when a terrific explosion shattered the quiet of the Artic. Both ran out and saw what had happened.

"The plane," was all that came from the lips of Captain John Kent.

"We didn't bring the radio out of the plone," added Peter Thornley.

The two men returned slowly to the igloo. Neither spoke to the other for some time. For they both reolized that what had been done in make-believe was now the real thing.

"They will wait until they get a message from us," explained the air officer, "However after a reasonable time has elapsed they will realize something has gone wrang. Then the searching parties will be out after us. We must raise a giant cross on the surface snow with blocks of snow ar ice. These black formatians cast shadows during daylight hours and can be seen fairly easily from the air. Meanwhile we must watch our supplies. The survival kits we have with us furnish only the minimum food supplies. There are very few migratory animals here so that the odds are against us killing enough game to provide food to keep up our strength."

The next five days were cheerless. There was an ominous overcast in the skies that served as a cover so even a low flying plane could not spot the two men. Twice they thought they heard the sound af planes in the air. Captain

John Kent made snow goggles to protect their eyes against the glare.

"We haven't much food left," he grimly admitted. "But they will find us if they have to send out every plane, snowmobile, and dag sled. If wood were only available. Then we could send up some signol fires into the sky the next time we think we hear planes in the air. If we had some lubricating oil, it would make a good smudge."

Two days later the food supply was exhausted. The two men were outside the igloo. Captain John Kent was worried about the reporter. It was evident that the civilian was thinking of something. Suddenly they bath heard the sound of planes in the air, Peter Thornley rushed over to a spot and took out his cigarette lighter. He touched it to the snow. There was a terrific blaze and he jumped back in time.

"What a fool I have been," admitted Captain John Kent. "Some fuel from the plane must have been thrown on the snow. It froze and turned into solid fuel."

The planes in the sky saw the smudge that fallowed the first blaze. Three turned around. One dipped low and then dropped a parachute with supplies and a small portable radio.

"You can depend upon our boys every time," said the air officer. "And your story will make top reading for the public."

Every incident later went into the story which Peter Thornley wrote for the syndicate. To be exact, one incident didn't go in because it was classified as top secret at the time. And this is what was left out.

"That reparter certainly deserves a lot af credit," Captain John Kent told Colonel Robert Meadows. "He must have figured out what I overlooked. That some fuel from the plane was on the snow."

"Nothing of the sort," snapped back Colonel Robert Meadows. "He did it as a gesture. Sort of a wish that there should have been oil. That oil on the snow wasn't from your plane. We checked thoroughly. You two discovered, the first Artic Oil Deposit for this country.

# SET SOLO

THE TRAINING FIELD IN SOUTHWEST TEXAS BAKED IN THE SUN BUT HANK VINSON FORGOT THE HEAT -- WHAT TROUBLED HIM WAS THE SLEEK JET TRAINER WAITING ON THE LINE -- WAITING FOR HIM TO MASTER? BUT A FEAR HAD BUILT UP IN THE RUSKY CADET -- NOT OF FLYING -- JUST A FEAR THAT IF HE TRIED TO FLY THE JET HE WOULD DIE;





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GEL	O DI	ا ي	JEFEK	PKEC:





















CAPTAIN BLAKE WATCHED THE PERFORMANCE, WHAT HE SAW CONFIRMED HIS HUNCH THAT THERE WAS NO YELLOW IN VINSON'S MAKE-UP...

THANKS FOR THE COKE, SIR! I'M GOING BACK AND STUDY NOW! OKAY, HANK! BE ON THE FLIGHT LINE IN THE MORN-ING - AND FOR-GET ABOUT SICK CALL!



























THE RIGHTER PILOTS DO A GREAT JOB -- FIGHTING MIG 15'S AT 40,000 FEET, USING SARRE-JETS, RUNNING UP SCORES ON ENEMY KILLS! BUT THE BOYS IN THE SLOWER THUNDERJETS HAVE AN IMPORTANT JOB TOO! IT'S GROIND SUPPORT... HELPING THE GI IN THE ROXHOLES WHEN THINGS GET REALLY ROUGH!



THE 223RD SQUADRON WERE A COCKYOUT-FIT! THEY DION'T GET MANY MIGS BUT THEY WERE QUIETLY PROUD OF WHAT THEY DID...



THE BOOK! YOU WON'T GET MUCH GLORY WITH US THOUGH, MILLER --BUT IT'S A REAL JOB AND IT GETS ROUGH AT TIMES! NO GRASS-ESPECIALLY WHEN YOU GET DOWN AT THIRTY FEET CUTTING OR SO!



AFTER FLYING

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THE GRATEFUL GI'S HAD NO INTENTION OF LOSING ONE OF THEIR 'ANGELS'.' THEY POISED FOR A FAST DASH AS THE PARACHUTE SETTLED...







THE REDS HIT AT DUSK... WAVE AFTER WAVE POURING OUT OF THE CAVES AND DOWN THE HILL THE LEUTENANT FERVENTLY WISHED HE WAS BACK IN A SAFE THUNDERJET...





TIM LOW ON AMMO,
CAPTAIN! GOT A
FEW HUNDRED
ROUNDS TO SPARE?
ANT! GET SET-THEY'LL BE BACK!

ATTACK AFTER ATTACK WAS BEATEN OFF...
BUT THE WEARY, EXHAUSTED INFANTRY WERE
SLOWLY FALLING BACK! AT DAYLIGHT, THE
BIG PUSH WAS DUE...



THE INSANE CLASH OF SYMBOLS AND SHRIEK-ING OF BUGLES HERALDED THE COMING ATTACK ! BUT ABOVE IT ALL. HANK HEARD THE DRONE OF A PLANE...



... BUT JUST AMMUNITION WASN'T ENOUGH! THE RED'S WERE SWARMING DOWN ...





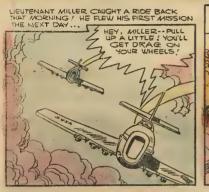


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THROW YOUR VOICE

Your chance to be a ventriloquist, Throw your



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neidf move? They talk! They're
hisbermouths up for good.
It!! really ambarrass then
It's e act of big faise teeth
that when wound up, start to
chatter away, like cray, A
prect come affect for faise
teeth un cold nights.
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BLACK EYE JOKE

Show them the "naughty" pictures inaide. They'll twist it and turn it to sea, but all they do is blacken their eyes. 25, to 216 No. 216 .



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My Training Is Up-To-Date You benefit by my 40 years' experi ence training men at home Well illustrated lessons give you basic

principles you need. Skillfully de veloped kits of parts I send (see below) "bring to life" things you learn from lessons.

# You Learn by Practicing

Nothing takes the place of PRACTICAL EXPERIENCE That's why NRI training is based on LEARNING BY DOING You use parts I furnish to build many circuits DOING You use parts I turnish to outo many circuits common to Radio and Television. As part of my Communications Course, you build many things, including low pover transmitter shown at left. You put it "on the air," perform procedures required of broadcasting operators. With my

Servicing Course you build modern Radio, etc. Use Mul-titester you build to make money fixing sets. Many stu-dents make \$10 \$15 week extra fixing neighbors' sets in spare time while train ing. Coupon below will bring book showing other equipment you build It's

The Tested Way To Better Pay!



Television Moking Good Jobs, Prosperity-Even without Tele Television Moking Good Jobs, Prosperity—Even without Television. Radio is bigger than ever 115 million home and auto Radios to be serviced Over 3000 Radio broadcasting stations use operators. technicians, engineers, Government, Aviation, Police, Shp, Micro-wave Relay, Two-Way Radio Communications for buses, taxis, trucks, etc. are important and growing fields. Television is moving absend fast



About 200 Television statione are now on the air Hundreds of others being built Good TV jobs opening up for Technicians. Operators, etc



sets Thousands more are being sold

Radio-TV Needs Men of Action — Mail Coupon Act now to get more of the good things of life. Actual lesson proves my training is practical, thorough 64-page book shows good job opportunities for you in many fields

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# OTHER NO COST PRIZES

GLASS ROD FISHING

OUTFIT-20 PIECES

ne 4 foot glass rod with



DRAGNET HOLSTER SET

ACRO FLASH CAMERA -FILM FREE This swell flesh and free Has Graf Lens Takes clear cut pictures in

GIIITAR





OFFICIAL SIZE

BASKETBALL

beginners Large size strings

BOBBING CUCKOO CLOCK quality with





Louisville Slugger ized" Bat. Officia Little League Baseball

ROFESSIONAL

TYPE

JR. ARCHERY

SET



RANGER AXE'N KNIFE KIT

FULL SIZE PUP TENT

Includes polea, pega strong center rope. Sleeps

PRETTY TRAVEL CASE rnight case with ren v. Handy s



Book-without a penny of cost. They're given to you for selling just one 40-pack order of American Vegetable and Flower Seeds at 15c a pack. It's easy. All you do is mail the coupon; sell your seeds; get a prize.

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